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the ground covered. In reality, it is the story of religion made social, a life made serviceable, an ideal made real, that characterizes the book. One who wishes to see if religion can express itself in life rather than in creed will find here convincing evidence. Few volumes better show the call to social service. It is a splendid story for any man or woman, young or old.

Miss Jane Addams contributes an interesting foreword.

CARL KELSEY.

University of Pennsylvania.

WATNEY, CHARLES, and LITTLE, JAMES A. *Industrial Warfare*. Pp. x, 353. Price, \$2.00. New York: E. P. Dutton and Company, 1913.

"Despite the universality of interest in the labour movement, there does not appear to exist any epitome which may explain to the ordinary reader the exact significance and the possibilities of the growing unrest" (p. v). The authors have sought to supply this need by this popular volume on English conditions. It deals with the rise of the trade union movement and more recent entrance into politics of the labor groups. It also includes analyses of the Socialistic and Syndicalist movements. The main body of the book deals with the "labor unrest" in the various industries, such as railroading, mining, cotton, engineering, etc. In these chapters the authors discuss the various strikes—"the issues and personalities"—and analyze carefully the results accomplished. Chapter XVIII gives a statement of the suggested remedies from the point of view (1) of the employers, (2) of the workers, (3) of the public. The employers ask to be left alone and to be allowed to work out their own salvation. They distrust governmental and parliamentary action. "The difficulty of approaching any solution from the point of view of the workers is that their opinion is hopelessly divided according to their point of view of capital and capitalism" (p. 244). The authors feel that the great numbers of workers believe in peaceful agreements and desire simply "A fair day's wage for a fair day's work." The public desire peace above all else and continue the hope that the parties in the industrial struggle will develop agreements so that their course may be harmonious.

Although the book warns against the thought that "profit-sharing and copartnership" are the cure for all difficulties, they feel that much good may be accomplished by these means. The most significant step in the last fifty years is the "abandonment of the *laissez-faire* policy of the government in regard to industrial disputes" (p. 235). The authors think that "in all probability government action will in future take the form of giving legalized sanction to decisions binding organized groups of trades in different districts, in fact, compelling their organization" (p. 237).

The dual authorship is clearly visible and the lack of uniformity between chapters causes a distinct loss. The treatment of the subject is, however, judicial and unbiased. It is surprising to find the name of Mr. Tom Mann mentioned so frequently. He is without doubt one of the spectacular figures in the labor movement, but his influence seems to be over-emphasized. The summary of labor legislation is suggestive, but very incomplete. The entire book is superficial and fails to point out the essentials of the labor attitude

The authors throughout see personalities and events rather than fundamental and deep-rooted causes.

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WEBB, SIDNEY and BEATRICE. *English Local Government; The Story of the King's Highway*. Pp. x, 279. Price, \$2.50. New York: Longmans, Green and Company, 1913.

This volume is a continuation of the work on English local government begun by Mr. and Mrs. Webb in 1899. It presents aspects of contrast and of similarity with its three predecessors in the series. They dealt with organs of local government during the period from 1688 to 1835. The present is a study of one function of local government, and, in the words of the authors, "we have made it begin with the war-chariot of Boadicea and brought it down to the motor omnibus of today" (p. vii). Like the previous volumes, however, this is based on patient researches in widely scattered sources, and the same still is displayed in marshaling a wealth of illustrative detail in such a way as not to burden or obscure a clear and logical narrative. Copious references to authorities enhance the value of the work to the historical student, but their relegation to appendices following the several chapters renders their study more difficult without in any way aiding the reader who may desire to skip them.

In the apportionment of the narrative the motor omnibus fares somewhat better than the war-chariot. The special investigations of the authors go no further back than the sixteenth century, and the history of road maintenance previous to that time is dismissed with a brief summary of nine pages. The analysis of the road legislation of the Tudors and Stuarts, however, is masterly. By these laws the parish was left responsible for the upkeep of existing highways and the surveyors of highways and the justices of the peace were given ample powers between them to enforce this responsibility. But an excellent account of the working of this system shows that neither the average surveyor nor the average justice took his duties in this connection very seriously. The compulsory labor on the roads required of all parishioners became a farce, highway rates were rarely levied, and, though the parish was criminally liable before quarter sessions for neglect to maintain passable roads, such liability appears to have been only occasionally enforced. The roads could be used only by horsemen and not always by them.

In the seventeenth century a new demand was made on the roads by the beginning of traffic on wheels. Eventually this increased in volume until it revolutionized the methods of making roads and necessitated the creation of new administrative agencies. The story of this slow development, beginning with the attempt to make the new vehicles conform to the existing roads by regulating their size and weight, continuing through the turnpike stage and through the era of transition under Telford and Macadam, and ending with the complete reorganization of highway administration during the nineteenth century, is graphically and entertainingly told.

But the work of the historians does not end with the nineteenth century,